1-12. (CANCELED)

13. (CURRENTLY AMENDED) A continuously variable vehicle transmission (1) having a variator ~~(2, 3, 23)~~ transmission (2, 3, 23) for continuously variable ratio adjustment and transfer of power sequentially in series along a single power flow path to a multi-step transmission (4) with at least one input shaft (7), an output shaft (8) and at least two forward gears and at least one reverse gear,

wherein, in said multi-step transmission (4), said input shaft (7) and said output shaft (8) rotate in opposite directions of rotation [[~~using~~]] to produce the at least two forward gears and the at least one reverse gear [[~~occurs~~]] is produced by rotation of said input shaft and said output shaft (11) in the same direction.

14. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein the variator comprises one of a cone pulley belt drive transmission (2) and a two-way toroidal drive (3), a variator input shaft (5, 16) and a variator output shaft (6, 21) exhibiting the same direction of rotation, and the output shaft of the multi-step transmission (4), is reversed in direction of rotation by a gear set (12).

15. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 14, wherein said variator input shaft (5, 6) and said output shaft (16, 21) of said multi-step transmission (4) are disposed side by side in parallel.

16. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said variator is a one-way toroidal drive (23) and a reversal of direction of rotation takes place in said variator between a variator input shaft (5) and a variator output shaft (6) of the toroidal drive (23).

17. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 16, wherein said variator input and output shafts (5, 6) and said input and output shafts (7, 8) of said multi-step transmission (4) are disposed coaxially consecutively.

18. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said input shaft (7) and said output shaft (8) of said multi-step transmission (4) are coaxial to each other and situated on one or both sides of a housing of said transmission (4).

19. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is a planetary transmission.

20. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein a shift clutch of said multi-step transmission (4) is a starting clutch.

21. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is ~~power-shiftably designed~~ a power-shift transmission.

22. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein two forward drive ranges are shiftable and have an overlapping range (27).

23. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 14, wherein two forward drive ranges are shiftable and have an overlapping range (27).

24. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 23, wherein a change of the drive range as group shifting is possible, there simultaneously occurring a stepped shift in said multi-step transmission (4) and a ratio adjustment of said variator (2, 3, 23).

25. (NEW) A continuously variable vehicle transmission (1) comprising a variator transmission (2, 3, 23), for continuously variable ratio adjustment, sequentially connected with a multi-step transmission (4) having at least one input shaft (7), an output shaft (8), at least two forward gears and at least one reverse gear, and the multi-step transmission (4) being sequentially connected with an axial differential (9), whereby driving power passes along a single power flow path sequentially from the variator transmission (2, 3, 23) to the multi-step transmission (4) and from the multi-step transmission (4) the axial differential (9);

wherein, during operation of the multi-step transmission (4) in the at least two forward gears, the input shaft (7) and the output shaft (8) rotate in opposite directions of rotation, and, during operation of the multi-step transmission (4) in the at least one reverse gear, the input shaft (7) and the output shaft (8) rotate in the same direction of rotation.

26. (NEW) A continuously variable vehicle transmission (1) comprising a variator transmission (2, 3, 23), for continuously variable ratio adjustment, sequentially connected with a multi-step transmission (4) having at least one input shaft (7), an output shaft (8), at least two forward gears and at least one reverse gear, and the multi-step transmission (4) being sequentially connected with an axial differential (9), whereby driving power passes along a single power flow path sequentially from the variator transmission (2, 3, 23) to the multi-step transmission (4) and from the multi-step transmission (4) the axial differential (9);

wherein the multi-step transmission (4) is a double planetary gear and, during operation of the multi-step transmission (4) in the at least two forward gears, the input shaft (7) and the output shaft (8) rotate in opposite directions of rotation, and, during operation of the multi-step transmission (4) in the at least one reverse gear, the input shaft (7) and the output shaft (8) rotate in the same direction of rotation.